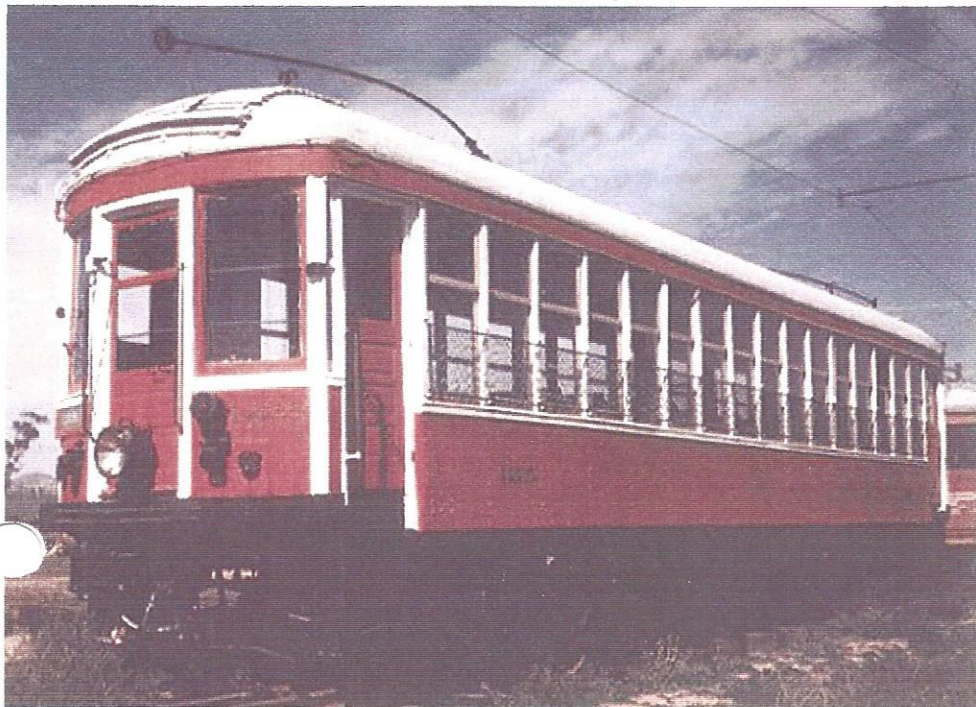


## AGM caps first year of stops & starts



*Former BCER interurban car 1225, which was bought by the Orange Empire Railway Museum over 40 years ago, is FVHRS' interurban car of choice to start the operations on the old Fraser Valley Line. Negotiations have been going on since December, 2001.*

## A Message from the FVHRS Chair

As the Society's first year draws to a close, I reflect back over the past twelve months. Since the formation of the Fraser Valley Heritage Railway Society much has happened - and some things have not happened the way in which we wanted.

The biggest success has been the development of a good relationship with the Cloverdale and District Chamber of Commerce and the Cloverdale Business Improvement Association along with the Surrey Museum and Archives to promote the development of a streetcar line on the Fairgrounds and through Cloverdale to interconnect with our proposed interurban system. We have located a replicated 1908 J.G. Brill single truck streetcar that will be leased from its owners in Victoria by the Museum.

Regrettably, negotiations to lease BCER 1220 from the Steveston Restoration Interurban Society have fallen through. An extensive business plan has been developed and is being prepared for distribution. The business plan identifies other cars that we can negotiate to own or lease. Negotiations are, in fact, underway with the Orange Empire Rail Museum in Perris, California, to acquire BCER 1225, an historic gem, as it was the last BCER interurban to carry fare-box passengers.

The Fraser Valley Heritage Railway Society has come a long way in a short time and our directors are convinced that we will be able to stay on track despite a delay in our 'timetable'. We hope to see you at the Annual General Meeting on Wednesday, March 27 at Fraser Downs in Cloverdale. (See back page for more information.)

Robert Ashton  
Chair, FVHRS

"Our first year has had more stops and starts than we anticipated," says FVHRS Chair Robert Ashton. "We got derailed on Car 1220 in Richmond but we're hoping that Car 1225 will get us back on track."

Since the last newsletter, the FVHRS Board members have:

- Completed an extensive Business Plan that outlines the Society's plans for development of the entire project including projected revenues and expenditures for the first four years of operation;
- Entered into an agreement with Applied Business students at Kwantlen University College to undertake a detailed economic impact study of the interurban operation on the town of Cloverdale and for FVHRS' role in B.C.'s bid for the 2010 Olympics;
- Begun negotiations with Orange Empire Railway Museum in Perris, California to acquire BCER interurban car 1225;
- Terminated 'current' negotiations with the Steveston Interurban Restoration Society for leasing BCER interurban car 1220;
- Continued negotiations with the owner of Sea-Tac Interurban Car 523 - The Tulip Car, which is still available for a modest sum;
- Assisted in additional discussions between Cloverdale and District Chamber of Commerce and Cloverdale Business Improvement Association with the Greater Victoria Electric Railway Society and BC Transit Victoria regarding the loan of a Brill Streetcar for use in Cloverdale to interface with FVHRS operations and the Fairground.

"At our first annual general meeting, we will have a presentation on plans for Cloverdale," Ashton continued. "The Chamber and the BIA have a PowerPoint presentation on how they are seeking to make Cloverdale a 'destination'.

"In addition, there is a town centre plan that will see various improvements to the town core of Cloverdale and a complete upgrade of facilities on the fairgrounds that will feature a hotel, convention centre and casino.

"The proposed developments for Cloverdale could see millions of dollars being generated that would be pumped back into the community for a wide variety of services - including a streetcar line and the development of the interurban project," Ashton concluded.



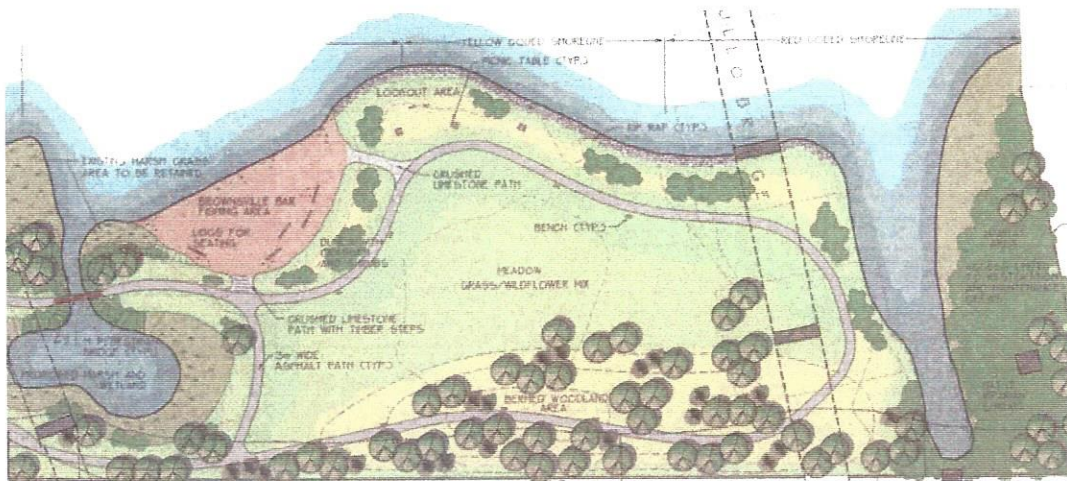
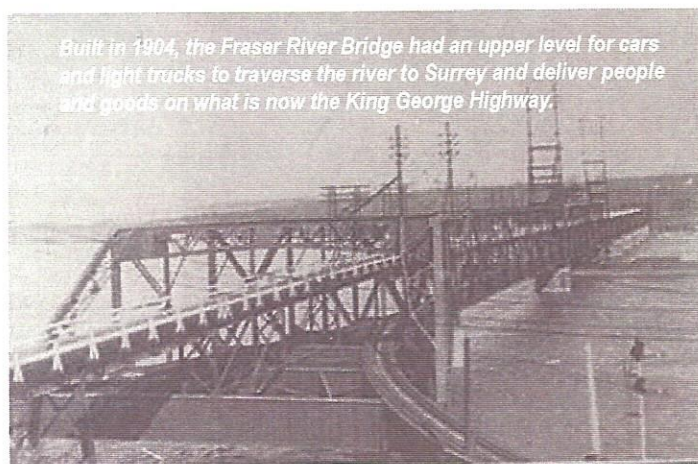
Once a key town in Surrey's development;  
now a cornerstone in foreshore revitalization

The Fraser River Bridge even caught the attention of the British Columbia Electric Railway Company.

Brownsville would become nothing more than decaying pilings and docks - remnants of a once striving community.

Another century would turn before Brownsville would see redevelopment.

*(Extracted from "The Historical Geography of South Surrey, British Columbia", Jack Brown's Masters Thesis at Western Washington U. and information provided by the City of Surrey.)*



*Brownsville Bar Park as envisaged by Surrey planners was opened in June, 2001 and has become a popular recreation area for many residents. The park is located at the end of Old Yale Road under the SkyTrain Bridge and just west of the Pattullo and Fraser River Bridges. The Society plans to terminate its run near the park to increase access for Surrey residents to the city's scenic riverfront where they can also learn about its past at the same time.*

**SEE YOU AT THE AGM!**



**For additional information  
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